

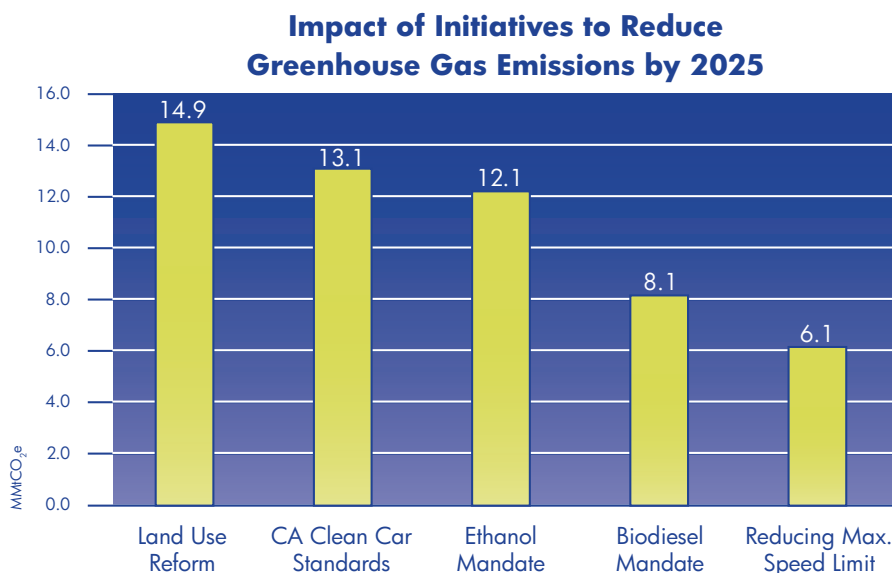


Land Use Planning Key to Reducing Greenhouse Gas Emissions

Last year, the Minnesota Climate Change Advisory Group (MCCAG), which included 60 stakeholders representing many interests, was asked to develop a comprehensive greenhouse gas reduction plan for Minnesota. During that process, the members unanimously recommended improving land use planning and development practices in order to reduce the number and length of vehicle trips in the state.

MCCAG FINDINGS:

- In 2005, transportation accounted for 25% of Minnesota's total greenhouse gas emissions.
- Vehicle miles traveled (VMT) are increasing rapidly, meaning any gains in vehicle efficiency will be dwarfed by the anticipated increase in VMT.
- By 2025, greater Minnesota will have 42% of the state's population but 64% of the statewide VMT.
- Changes in land use law could reduce total carbon emissions from the transportation sector by 13% by 2025.



Source: Minnesota Climate Change Advisory Group
(MMtCO₂e = Million metric tons of carbon dioxide equivalent)

What is the right thing to do?

Reforms in land use and planning would accomplish the following:

- Prevent the loss and fragmentation of agricultural land, forests, and open space.
- Reduce the overall cost of government by leveraging efficiencies in transportation, sewer and water infrastructure, and delivery of other governmental services.
- Encourage healthy communities through more opportunities to walk and bike.
- Make transit service more feasible and cost effective.
- Lessen the risk of groundwater pollution.



MCCAG GOALS AND STRATEGIES ➔ CGMC PROPOSAL

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| <p>“Priority Areas Designated for Planned Growth”</p> | <ul style="list-style-type: none">• Allow cities to designate areas for planned growth outside of their boundaries based on population and commercial/industrial growth.• Prohibit the incorporation of new municipalities. |
| <p>“Target a significantly higher percentage of new growth in jobs and housing into incorporated cities...”</p> | <ul style="list-style-type: none">• Restrict rural development to 1 unit per 40 acres in unincorporated territory with exceptions for shoreland development, non-commercial seasonal recreational property, and commercial/industrial facilities that are more appropriate for rural settings. |
| <p>“School Siting and Accessibility...remove excessive acreage requirements that drive schools into undeveloped areas...”</p> | <ul style="list-style-type: none">• Restrict Minnesota Department of Education from using outdated guidelines to require minimum acreage for new school construction. |
| <p>“Provide incentives and technical assistance to communities to target growth in priority areas...”</p> | <ul style="list-style-type: none">• Increase funding for the Minnesota Redevelopment Grant Program and make projects that are aimed at reducing vehicle miles travelled a priority.• Encourage greater commercial or industrial densities by enhancing Tax Increment Financing laws to encourage projects that are an alternative to Greenfield development and that prioritize building up rather than out. |
| <p>“Institute statewide and municipal planning requirements and/or incentives to implement reduction in VMT”</p> | <ul style="list-style-type: none">• Require counties with a population over 5000 to do a comprehensive plan.• Require all cities over 2500 in population to do a comprehensive plan, provided they have experienced 10% growth or greater in population in the last five years. |